

CANADA MORTGAGE AND HOUSING CORPORATION

ITT – Repair of Marine Works (#201500863)

ADDENDUM #1

This Addendum forms part of the Contract Documents and is to be read, interpreted and coordinated with all other parts. The cost of all work contained herein shall be included in the Contract Sum. The following revisions supersede the information contained in the original drawings and specifications issued for the above named project to the extent referenced and shall become part thereof.

Questions and Answers – Proponents’ Site Visit Meeting (April 30, 2015)

Q1:

Item 2.3.1 “Provisional Item – Concrete beam repair crack injection” has been found to be difficult to scope, given that the specs ask for all corroded rebar to be cleaned. How would CMHC suggest the extent of repairs be scoped when the extent of the deterioration is not fully known?

A1:

The repair work required to the concrete beam at Lions Gate Dock is purely for aesthetical purposes. An upset limit will be set and the Contractor is free to suggest alternate methods of repair, subject to engineering approval.

Q2:

On the West Dock, the drawings specify that some existing piles are to be removed and new ones driven in the exact same place. In order to do this, it is believed that large sections of the deck above will need to be removed. Would CMHC be open to allow the Contractor suggest alternate methods of repair that still achieve the same goal of strengthening the existing pile?

A2:

The Contractor is allowed to price and propose alternate methods as long as the new system is capable of fully carrying the total load of the original pile, and the original pile will no longer be relied upon to carry any load. Alternate approaches shall be approved by the engineer.

Q3:

The corrosion mitigation anodes may be difficult to install properly in some locations, due to the seasonal low-low tide water levels. Would CMHC be open to the Contractor suggesting alternate anode solutions for such piles?

A3:

The Contractor is allowed to suggest alternate methods for anode solution, as long as it is found to be an acceptable alternative by the Client’s engineer.

Q4:

May the Contractor use copper naphthenate treated plywood shims?

A4:

Copper naphthenate, or an approved equivalent, may be used, but shims must remain hardwood.

Q5:

Clarification on the volume of riprap in Drawing 10, Figure 2, item 6.2 is requested.

A5:

30m² is the estimated amount of rip rap to be installed. We request the Contractor to supply a unit price for additional riprap, if more is deemed appropriate to be installed. Note, Schedule of quantities will need to be updated to reflect this.

Q6:

Could CMHC please clarify the intention of Drawing 14, the rip rap regarding near the Maritime Market Boardwalk?

A6:

There is one corner of the existing dock that bottoms out at low-low tide. The intention is for enough slope to be removed so that this will no longer be an issue. The area is south of the access ramp, directly underneath the stacked kayaks. The amount of slope removal extends roughly 3m in either direction from the corner of the dock, at a width of roughly 2m, and a depth of roughly 2m. The intent is that there will be at least 1.5m of draft below the edge of dock, along its length. The Contractor is asked to price out removal of 35m³ and remove material under the dock, along its length until that upper limit of 35m³ has been reached.

Q7:

A307 bolts are specified in SSP 11, but on Drawing 8, Figure 4, A325 is specified. Which one is preferred?

A7:

A307

Q8:

Item 3.3 (which is listed as 3.2) says Lump Sum. Should this be “each”?

A8:

Yes, it should be item 3.3 and yes it should say “each”.

Q9:

Hemmera asks for silt control on all in-water works. Please clarify how this is proposed to be done.

A9:

All work shall be undertaken with the implementation of Best Management Practices for erosion and sediment control to prevent sediment and other deleterious material from entering False Creek or adjacent water bodies.

Q10:

Page 32 of the tender document indicates a warranty period of six years; could the period be reduced?

A10:

The warranty period will be reduced to two (2) years on the final contract.

Q11:

Page 29 of the tender document indicates that the Contractor may be liable for CMHC expenses or damages if work is delayed. Could you clarify or limit what these costs entail?

A11:

This clause is part of CMHC's standard contract policies and cannot be amended. The costs will not be incurred if the delay is caused / requested by CMHC (or the consultant), or if it is outside of the Contractor's control (weather, events, etc).

Q12:

The tender documents refer to holdbacks but do not specify an amount, could you clarify?

A12:

A deficiency holdback of up to 15% will apply.

Q13:

Will parking be provided to contractors and subs?

A13:

Parking will be provided near the worksite only to vehicles needed to perform the work. Other vehicles will be provided parking in standard pay lots indicated by CMHC.

Q14:

Will CMHC be able to provide a schedule of festivals and events that may interfere with the work?

A14:

CMHC has a full schedule available and will provide it to the Contractor. It is not anticipated that any event, other than July 1st Canada Day, will require a full stoppage of work.

Q15:

Will the Contractor be provided as-built drawings for all the work sites?

A15:

CMHC will provide any as-built drawings that are available. Unfortunately, certain areas, such as the section near Duranleau St, do not have drawings available.

Q16:

Could you clarify what the “Letter to Tenderers” indicated on page 10 of the Tender Documents refers to?

A16:

The Letter to Tenderers is amended out of the requirements.